

Intimations.

VICTORIA DISPENSARY.

AERATED WATERS.

WATER.—The Water used is absolutely pure.

STEAM PLANT.—Of the latest and most powerful type.

SUPERVISION.—The whole process of manufacture is under the continuous supervision of a qualified English Chemist.

The PRODUCT.—Will bear comparison with the Waters made by the most noted makers in England.

DAKIN, CRUICKSHANK & Co., LD.,

VICTORIA DISPENSARY. [38]

A. S. WATSON & CO., LD.

CHEMISTS BY APPOINTMENT.

ESTABLISHED A.D. 1841.

MANUFACTURERS OF AERATED WATERS.

OUR NEW FACTORY has been recently refitted with automatic Steam Machinery of the latest and most approved kind, and we are well able to compete in quality with the best English makers.

The purest ingredients only are used, and the utmost care and cleanliness are exercised in the manufacture throughout.

"BOMBAY SODAS."

We continue to supply large bottles as heretofore, free of Extra Charge, to those of our Customers who prefer to have them to the ordinary size.

COAST PORT ORDERS.

Whenever practicable, are despatched by first steamer leaving after receipt of order.

For COAST PORTS, Waters are packed and placed on board ship at Hongkong prices, and the full amount allowed for Packages and Empties when received in good condition.

Counterfoil Order Books supplied free on application.

Our Registered Telegraphic Address is—
"DISPENSARY, HONGKONG."
And all signed messages addressed thus will receive prompt attention.

The following is a List of Waters always kept ready in Stock—

PURE AERATED WATER

SODA WATER

LEMONADE

POTASH WATER

SELTZER WATER

LITHIA WATER

SARSAPARILLA WATER

TONIC WATER

LEMON SQUASH

GINGER ALE

RASPBERRYADE

GINGERADE.

No Credit given for Bottles that look dirty or greasy, or that appear to have been used for any other purpose than that of containing Aerated Water, as such Bottles are never used again by us.

A. S. WATSON & Co., LIMITED,
The Hongkong Dispensary, Hongkong.

TO SUBSCRIBERS.

SUBSCRIBERS TO "THE HONGKONG TELEGRAPH" ARE MOST RESPECTFULLY REMINDED THAT ALL SUBSCRIPTIONS MUST BE PAID IN ADVANCE.

The Hongkong Telegraph.

HONGKONG, TUESDAY, JUNE 6, 1893.

TELEGRAMS.

OXFORD VERSUS AUSTRALIA.

LONDON, June 6th.
The Australian team has beaten Oxford University by nineteen runs.

"ALFRED" CLIMBS THE RIGGING.

H. R. H. the Duke of Edinburgh has retired from the Devonport command, and has been promoted to be Admiral of the Fleet.

PEACE PROGNOSTICATIONS.

Count G. Kaloky, Austro-Hungarian Minister of Foreign Affairs, addressing the Hungarian Delegates, dwelt upon the country's growing friendly relations with Russia, which, he stated, augured well for a cessation of the present military tension throughout Europe.

LOCAL AND GENERAL.

H.M.S. *Archer* arrived in Shanghai on the 30th ult.

INFLUENZA is now very prevalent in and around Tokio.

THE U. S. S. *Marion* left Shanghai for Hankow on the 28th ult.

THE P. & O. Co.'s steamer *Canton* arrived at London yesterday morning.

THE Band of the 1st Shropshire Light Infantry will play the following programme at the Officers' Mess, Murray Barracks, this evening, commencing at 8 o'clock—

Overture "Duo D'Orleans" (M. J. G. G.)
Selection "The Girl of the Year" (M. J. G. G.)
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A SLIGHT shock of earthquake was felt at Tokio on the evening of the 28th ult.

THE hearing of the *Ravenna-Chikima* case has been postponed until August next.

TYPHOID fever is reported from Yokohama. Three or more cases are being daily recorded there.

MR. OISHI, Japanese Minister to Korea, has been recalled. A successor to the office has not yet been appointed.

THE British despatch vessel *Alacrity*, with Admiral Fremantle on board, left Shanghai for Japan on the 1st inst.

H. M. S. *Firebrand* left Shanghai for the Yangtze ports on May 30th as far as Hankow. She will return shortly to Kikukang.

THE Russian steamer *Saratov*, from Hankow to Odessa via-laden, was passed off the Kikukang Lighthouse about noon on the 30th ult.

THE Mutual Shippers' steamer *Myosna*, from Hankow with the first cargo of new tea, left Wousong for London at 2 p.m. on May 29th.

AS we go to press (5.30 p.m.) we are requested to notify that the *Torridon* will sail for Kobe only (not for Kobe and Yokohama, as advertised) to-morrow.

"YOUR WASHUP," said a "drunk" the other day in pleading for "just one chance," "It's the first time I've ever been locked up before for anything else." Discharged.

THERE was an unusual spree at the German Club last night, in honor of the exposure of a distinguished foreign gentleman who will be lucky if he does not get into gaol soon. We know all about him, and we may tell what we know shortly.

THE *Japan Mail* states that the Investigation Committee for the Prevention of Earthquake Disasters has resolved to bore a well to the depth of about three thousand feet in the compound of the Imperial University, Tokio. The results are looked forward to with interest.

FOR assaulting Thomas Robertson, third engineer of the steamer *Kong Tung*, on the 3rd inst., while at sea on board that vessel, a Chinese stevedore was sentenced to six weeks' hard labour by Comr. Hastings, R.N., at the Magistracy to-day.

THE steamer *Myosna* is stated to have a full cargo of tea from Hankow for London at the rate of 4s. per ton. The same Company's steamer *Tingway* will be the first steamer from Yokohama to New York with new season's tea, and has also succeeded in securing a cargo at her own rate.

IT is asserted Shao, Governor of Formosa, has formed on the Kelung gold washing grounds to an official named Li for \$50,000 for a year's lease. The application for a monopoly to include a tract of unexploited country called Taniah has been refused, as this place is supposed to be even richer than that of Kelung.

THE *Nagasaki Express* translates from the *Mainichi* a report that the well known Englishman, Black, teller of stories in Japanese at *Yoshi*, Tokyo, has been adopted by a Japanese lady, Mrs. Ishi Mine, of No. 7 Hatchobori-Sanchome, Kyobashi, as a son-in-law. Black has now taken the oath of allegiance before the Governor, and will henceforth be subject to the laws of the country.

A DIABOLICAL attempt is reported to have been made on the night of Friday, May 26th, to set fire to the steamer *Nagasaki* at Shanghai, but a native detective attached to the French Police force was fortunate in discovering it before any damage had been done. It appears, says the *N. C. Daily News*, that an ignited slow match was found by the detective and so the danger was averted.

THE Band of the 1st Shropshire Light Infantry will play the following programme in the Public Gardens on Thursday next, commencing at 5 p.m.—

Overture "The Girl of the Year" (M. J. G. G.)
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A REPORT from Chikang is to the effect that the Taid of that port without asking the consent of the British Consul, has put two sentry boxes for his soldiers on the bund of the British Concession. Mr. Cayle has succeeded in having one of them removed, and with our Shanghai morning contemporary, we trust he will soon get rid of the other, lest some more pronounced occupation of the Bund should follow.

FRANK NEVILLS, Deputy Marshal of the U. S. Consulate at Nagasaki, was put upon his trial at that port on the 29th ult., charged with having been implicated in enticing Japanese girls from their homes for immoral purposes, and especially with having conveyed a number of women on board the German steamer *Tartarus* in March last. A deal of evidence was taken but nothing pointed to Nevills' guilt and he was accordingly discharged. The accused, upon acquittal, was handed his re-appointment as Marshal.

A CIRCULAR printed in English and Chinese has recently been disseminated among all classes of the mercantile marine by the S. M. M. C. Association for the purpose of warning ships' crews against pirates; but unfortunately (we have it on the authority of one of the very best Chinese scholars in Hongkong) the vernacular portion of the leaflet speaks only of "thieves," and the Chinese word for "pirates" never appears at all, nor is there anything in the whole circular which would suggest "pirates" to the Chinese reader.

LEWIS, Gun, the leader and organizer of the ill-starred expedition which left Tokio a short time ago for the Kurile Islands, was reported by many of the vernacular journals to have committed suicide on the 29th ult., on account of the disastrous ending of the enterprise. Later reports, however, state that he was only accidentally wounded, and that he is in a fair way towards recovery. The gunner Gunji would have been a latter-day Pilgrim Father had he been successful; but he wasn't and there his history ends—for the time being, anyhow.

As an instance of the influence which China has over Korea the *Mainichi* publishes the following:—When the representatives of the various powers at Seoul paid their new year visits to the court, last year, the customary audience was unusually delayed. On enquiring into the matter, they were told that until the appearance of the Chinese Minister audience could not be granted. Meanwhile the Chinese Minister came in, rode directly into the premises of the court, and had audience in precedence of other Ministers. Another story is that the Korean Minister of Foreign Affairs is required to attend every afternoon at the Chinese Legation at 2 p.m., just as clerks do at their office, and is there treated as if he were a private servant of the Chinese Minister. Not even a cup of tea is allowed to the service official.

THE P. & O. S. N. Co.'s steamer *Melacca* left Bombay on the 4th inst. for this port.

THE tug *Sansou* returned to Shanghai from the wreck of the steamship *Zohara* at the Pescadore, on the afternoon of Saturday, the 27th ult.

At Shanghai on the 1st inst. the American barque *Estrella* was sold at auction by the Marshal of the United States Consulate, realizing \$7,000. The purchasers were "Japs."

THE *Huigo News* of the 29th ult. says that it is rumored that the Nippon Yusen Kaisha are treating for the purchase of the Mutual line of steamers trading between England and the East.

THE other day at Nagasaki 3,464 tons of coal were put on board the steamship *Asago* in less than seven hours, all in small hand baskets. This performance will take a good deal of beating.

We note from a despatch dated Washington, May 1st that President Cleveland has appointed Mr. J. Hampton Hoge, of Virginia, United States Consul at Amoy, vice Dr. Edward Bedloe, of Philadelphia.

LAST month 253 vessels and 33 Chinese lorcha entered at the Chinese Customs, namely:—British, 125; Chinese, 71; German, 21; Japanese, 19; Austrian, 7; Dutch, 4; French, 4; American, 1, and Norwegian, 1.

AN item that should gladden the heart of "Soggy Jim" is his principles are the same as "day never was."—Some ninety-five brokers were arrested in Tokio on the 22nd ult., on suspicion of having gambled in stocks!

THE P. & O. Co.'s old fashioned but still substantial and comfortable steamer *Reyness* made her latest trip from Nagasaki to Shanghai in 32 hours, which is an average of over 14 knots. Not a bad performance for the old boat!

THE dead body of a Chinaman, aged about thirty years, was found in the harbor this morning near the Commissariat wharf, and was taken to the mortuary, where it was identified as that of a passenger who jumped off the *Hongkang* a few days ago near the Macao wharf.

A JAPANESE contemporary gives currency to the report that Sir Edwin Arnold proposed returning to his country and that he also intends to become a naturalized Japanese subject. *Apologies* of the above story that Clement Scott intends to follow suit must be taken with due reserve.

IT is reported from Nanking-fu, Kwangsi province, that a few weeks ago the country was completely devastated by incessant rains, succeeded by floods of a most disastrous character. Over ten thousand lives are said to have been lost, in addition to immense damage to property.

THUS the *Huigo News* of the 29th ult. says:—With this usual diary the Hongkong Post authorities sent on the French Mail by the *City of Peking* which has not yet arrived, while the *Sophistic* arrived here yesterday at noon. The M. M. steamers can always take care of their own mails.

WE learn from a private telegram received in Hongkong to-day that Renter's list of Queen's Birthday honours for the Far East was very long. Sir William Cecil, the last Governor of Hongkong, has been promoted to K.C.M.G. rank (which he held "before" to that of G.C.M.G.).

IT is reported that Viceroy Li Heng-chang has appointed to the post of Chinese consul at Penang, an official of Prefect rank, Chang Chen-bu, a native of Swatow, who has been placed for the past year or so in collecting subscriptions for the Chinese in the Straits Settlements and the Dutch possessions in Malaya in aid of the Shanghai and Chihli Famine Fund.

THE magistrate of the Shanghai Mixed Court, gave a farrowd tiffin on the 27th ult. to Mr. G. M. Playfair, British vice-consul, who is leaving that port. Mr. Playfair's successor, Mr. James Scott, was invited to the tiffin. It is gravely stated by our Shanghai morning contemporary that, in return for the tiffin he had received, Mr. Playfair presented his photograph to Mr. Tait.

SPACE years having now become stale and unprofitable fish like are coming into fashion and will soon usurp the field. They are especially popular in the Land of the Rising Sun whence comes the latest which is to the effect that a couple of fishermen recently captured a "sprat" near Yokohama. It was 48 feet long and six feet thick. It was also the possessor of a varied and valuable museum, an inventory of which has not yet been made out.

SEVERAL important changes in the higher ranks of the Chinese Imperial Maritime Customs Service are reported. Mr. J. W. Carrall, relieving Mr. T. F. Hughes as Commissioner at Amoy, the latter gentleman proceeding to Newchwang; Mr. H. E. Hobson, from Chungking, goes to Kowloon, relieving Mr. J. McLeavy Brown, who takes leave at Poochow; Mr. McLeavy Brown has made himself exceedingly popular in Hongkong and has taken a large part in sport and other social functions. He will be greatly missed.

THE denunciations in the suit raised against the P. & O. Co. in connection with the *Ravenna-Chikima* collision, that the plaintiffs were an "unknown and undefined body," was dismissed on the 24th ult., it being shown that his Majesty the Emperor of Japan was the actual plaintiff and his Majesty the Emperor of Japan was the actual plaintiff and his Majesty the Emperor of Japan was the actual plaintiff.

THE JOINT GERMAN AND THE MERRY POTTERY.

J. G. Bilco, Potter: How are you?
M. T. (Oh) all right, Gas Pipes! How are you?

J. G.—I'm all right, but why do you call me Gas Pipes?

M. T.—Why I know about those gas pipes you set sold to the Chinese?

Alfred: Condemned! Well, gentlemen, after that, you'll just all come up to the shop and nominate your poison.

Nothing further, says the *Nagasaki Express*, has been gathered with regard to the recent accident to the Russian cruiser *Priladya* beyond the fact that she struck on a submarine rock, not on the coast, but in broad daylight, and now lies on the bottom of the sea.

THE ship of the Port of London, which was above water at low tide. The place where she struck was some distance from land, and the chart showed fifteen fathoms of water, whereas there was only two fathoms. Neither the Captain nor any of his officers was in the slightest degree to blame, and considerable sympathy is felt for Capt. Zetzel in his misfortune. From the time she struck she was badly beached, everything possible was done to save the ship, and within two days the ship of the Port of London, which was above water at low tide. The place where she struck was some distance from land, and the chart showed fifteen fathoms of water, whereas there was only two fathoms. Neither the Captain nor any of his officers was in the slightest degree to blame, and considerable sympathy is felt for Capt. Zetzel in his misfortune. 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benefit. Richter's utterances were cordially cheered.

MONTREAL, May 11th.
The annual meeting of the Canadian Pacific was held yesterday. The annual statement showed the gross earnings to be \$24,000,000; working expenses, \$19,000,000; net earnings, \$5,000,000. The dividend was \$1.00 per share, and the balance of \$1,000,000 was set aside for the purchase of stock to the amount of \$2,000,000, as well as the report itself, was unanimously adopted.

BUFFALO, May 11th.
The great Empire State express engine 999 has broken her record of 102 miles an hour, which she made last Tuesday. The test was made between the Rochester depot and Buffalo yesterday. After Buffalo was reached engineer Hogan let her out, and the engine hauling the Great Empire express train was going at the terrific rate of a mile in thirty-five seconds while passing Crittenden.

Beyond Crittenden the world's record of a mile in thirty-two seconds was made, being equivalent to 112 miles an hour. This tremendous speed was kept until Forks station was reached. The passengers say the train ran smoothly, but the telegraph poles looked like fence-pickets. There was no unusual swinging or jolting.

LONDON, May 12th.
The House of Commons, sitting as a committee of the whole house on the home rule bill, yesterday resumed debate on the motion made yesterday to strike out the first clause of the measure, a motion which practically means the rejection of the whole bill. The debate was marked by several scenes of excitement. The motion was defeated by a vote of 309 to 267.

The drought for the past eight weeks has caused a great loss to farm and market-garden products in the south of England. Grain, vegetables and fruits are withering throughout wide strips of country. The caterpillars are destroying the leaves and blossoms in the orchards. In Hampshire, Devonshire and Cornwall the streams and wells are drying.

The advance in the rate of discount by the Bank of England yesterday to 3½ per cent rendered the regular fortnightly settlement of accounts on the Stock Exchange very difficult and seven small banks have failed. A better feeling prevails in the market for American securities.

The Royal Plate, 3000 sovereigns, for two-year-olds, at Kempton Park to-day, was won by the Duke of Portland's filly Schoolboy.

PARIS, May 12th.
The sale to-day of paintings from the studio of the late Jean Louis Meissonier, the famous painter, was attended by a large number of bidders. Meissonier's painting, "The Richer," which Meissonier himself always refused to sell, was purchased by L. Leaguer, the art dealer of Paris, for 320,000 francs.

The death is announced of Rev. R. W. McAll, D. D., aged 72, who was identified with a well-known Evangelical mission in Paris, founded by him twenty years ago.

ROME, May 12th.
Earthquakes continue to occur almost daily in Italy. To-day Palermo, Trapani, and the island of Sicily, off the Sicilian coast, were shaken violently. Many buildings were injured and will likely fall should the shocks be repeated.

The coming Consistory will certainly be held the first week in June, and it is probable that five new Cardinals will be named by his Holiness.

The Dowager Queen of Portugal, Maria Pia, formerly the Princess of Savoy, is ill of a pulmonary disease at the Quilina, or physician said that the disease may develop into triple pneumonia.

BERLIN, May 12th.
Prince Bismarck and Ludwig Bamberger have declined to be candidates in the general election. Each gives advanced age as his reason for retiring.

The Imperial Bank of Germany has fixed the rate of discount at 4 per cent.

George Victor, sovereign Prince of Waldeck, died to-day at Marienbad, Bohemia.

VIKEN, May 12th.
At a meeting of the striking men-dressers held this afternoon in the Victoria Hall, the men made by socialist agitators, and eventually the whole audience marched to the factory, where non-unionists were employed. They broke windows and tried to force the doors. The police were unable to disperse the mob, and a company of infantry was called after a short fight the soldiers drove off the strikers. Two men were wounded in the fight. Nineteen strikers were arrested.

Dispatches from Athens represent the situation in Greece as very serious. Inasmuch as the king has an important political position, the resignation of Trikoupi was received with dismay. French and Russian intrigues threaten the stability of the dynasty, and it is believed revolution is not improbable. The enemies of the monarch claim that the King is individually responsible for the financial situation.

Seditious placards have been posted on the walls of Athens, Hattas and other towns accusing the King of conspiring with Jewish financiers to prevent the solution of the crisis, with a view of handing Greece over to foreigners. The placards make a great impression and the ignorant classes. Shares of the National Bank have fallen 400 francs in less than a week.

QUEENSTOWN, May 12th.
The new Cunard steamer *Campania* arrived this morning from New York, beating the record for the eastward passage, doing it in five days, seventeen hours and forty-two minutes. There is great jubilation over the victory.

It was a race between the *Campania* and the *Parth* of the American line. The *Parth* passed Sandy Hook Light at 10.35 A.M. on Saturday, May 6th, and the *Campania* at 10.45. On her trial trip on the Clyde she attained a speed of twenty-three and one-half knots, equal to twenty-seven miles an hour, a record unsurpassed by any steamship, and on her maiden trip she made the distance from Queenstown to New York in six days and four and one-half hours. This for a maiden trip was a remarkable record and fully bore out the expectations of both her builders and owners.

The *Campania* has twelve main boilers and two auxiliary boilers. The twelve main boilers are double-ended, 45 feet in diameter and 17 feet long, each having eight corrugated furnaces, four at each end, with a combustion chamber in common to each pair of furnaces. Of the auxiliary boilers, one is 18 feet in diameter by 11 feet long, with four furnaces, and the other 10 feet in diameter by 10 feet long, with two furnaces. These two auxiliary boilers are intended primarily to furnish steam to operate various appliances about the ship, but they are so arranged as to be used in connection with the regular battery for driving the ship when required. The main boilers are the largest yet made for the pressure required—165 pounds. The plates were supplied by the Steel Company of Scotland and are 17-12 inches in thickness, some of them being 20 feet long by 7 wide.

LIVERPOOL, May 12th.
The *Campania* landed passengers here at 10 o'clock to-night and beat all previous records. She steamed from Queenstown to Liverpool in 10 hours and 3 minutes, or at the rate of 22.48 knots an hour. The officers of the *Campania* cannot say enough in praise of her engines and sea-going qualities. The Cunard Company is receiving numerous telegrams of congratulation.

VICTORIA (B. C.), May 12th.
The steamer *Danube* returned from Portland this morning with 406 Chinese out of 612 who took over. She also brought back six of the twelve Japanese. The Chinese did not hold proper certificates and the Japanese were suffering from disease. As Collector Mine has decided that they cannot land, here they will be taken to Vancouver and placed on board the *Empress of China*.

PORTLAND (O.), May 12th.
The case against the steamer *Danube* for \$20,000 for violating the passenger license in carrying an excessive number of Chinese from Vancouver to Portland came up before Judge Bellinger this morning on a demurrer and was dismissed.

Judge Bellinger held that British Columbia is contiguous territory, and hence does not come under the law limiting the passenger capacity.

MONTREAL, May 12th.
The United States Coast Survey steamer *Blake* on the rocks in the St. Lawrence river, 250 miles below Quebec. It is feared that she cannot be got off without great damage.

MOSCOW, May 12th.
Prince Alexandroff, a lieutenant in the Russian army, purposely took poison in this city last evening and died soon afterwards. He had just lost 2,000,000 roubles in gambling.

THE TROUBLES IN COREA.
An important telegram received in Shanghai from Peking, says the *N. C. Daily News*, states that, according to despatches received at that port from Yuen Shih-kai, Chinese Resident at Seoul, under date the 12th May, that official despatches from the Chinese Government to the Korean Government, as the latter is called in the telegram, are being sent into the stronghold of the *Tung-ho-fu*, a hilly country seventy miles distant from Seoul, have returned with reports of the strength and determination of the insurgents, who are mostly natives of the Chungking province and well-known for their courage, recklessness and fanaticism.

The telegram also states that there are at present two Chinese steel cruisers and a wooden corvette lying at Chemulpo to whom Viceroy Li Hung-chang has sent stringent orders to land a strong force of soldiers and machine guns to cover Seoul, the moment there is any appearance of trouble in the vicinity of the capital. Meanwhile, Admiral Ting of the Peking Fleet has also sent instructions as to how to act in case of emergency. One of Yuen Shih-kai's dispatches reports that large deputations of both Chinese and Koreans waited on him and stated their intention to retire from Seoul if he thought himself unable to offer them proper protection; but that he told them to keep quiet and be guaranteed safety with the naval forces at Chemulpo. Although everything seems quiet on the surface, a panic may arise at any moment.

INSURRECTION IN KUANGSI.
Recent despatches received by the local authorities of Shanghai from Nanchow, Kuangsi, according to the *N. C. Daily News*, state that some four or five thousand men under the leadership of two men called Hsia and Mao have set up the standard of rebellion in the hilly tract of country called Tatungshan, belonging to the district of Huichih, which they have fortified and intend to make the basis of their operations against the Government. Their principal standards contain different mottoes such as—'Peace under the Kingdom of Sincere'—*Yi Kuo Tai Ping*—'We assist Heaven in providing law and order' and 'We rob the rich to aid the poor,' and such like. All the surrounding countryside has been emptied of its population and portable property by the insurgent bands, and the high authorities at Kuangsi, the capital of Kuangsi, are sending three brigades of disciplined troops to the scene of operations. The insurgents are composed entirely of men from the two Kuang provinces, and are reported to be fairly well provided with small arms, but they lack artillery.

The first brigade of regulars, twelve hundred strong, passed Nanchow on the 21st ult. on their way to Huichihshien, and should by this time be facing the insurgent army. The other two brigades, consisting of 500 cavalry, three batteries of mountain artillery and 2,000 infantry, are also being rapidly pushed forward by the Acting Governor of Kuangsi.

SLAM NEWS.
Bangkok, 26th May, 1893.
The small river steamers, built for the French Government for use on the Mekong, are now completed, and have been forwarded with all despatch to Saigon.

We learn that the Siamese despatch boat *Chamroen* has run down and sunk a lighter belonging to Messrs. Windsor & Co.

It appears that Captain H. N. Andersen has gone home with the special object of attending to the building of the cruisers and gunboats contemplated by the Government, or should the occasion demand it he may pick up a few steamers at cheap rates and hurry them out to Siam, where they could be splendidly armed with guns now lying useless in the forts.

Even if a bad bargain had been made they could always be sunk in the river, as it was done by the Russians in the Crimean War.

A Chinese woman was prosecuted before Mr. French at the British Consulate yesterday morning by Mr. Sheriff on a charge of desertion from her lawful husband at Hongkong. In the course of her examination it transpired that some evil-disposed person had brought her away from Hongkong and consigned her to one of the brothels. Upon a communication being made by the Hongkong Government to the English Consul charging her with desertion from her husband, the local authorities traced her and yesterday, much against her will, she was sent back to Hongkong in the *Tokushima* in charge of the Captain.

The shareholders' meeting of the Paknam Railway Company, which was called for Wednesday evening, the 24th inst. for the purpose of considering a resolution in respect of a proposed purchase of rolling-stock and the raising of the necessary capital, stood adjourned till last evening owing to the absence of sufficient shareholders to form a quorum. The meeting was announced to take place at five o'clock, at which hour only three shareholders put in an appearance. Three others followed and at six they separated for the reason stated above, after some grumbling amongst them against the absence for their apparent lack of interest in the meeting, of which ample notice had been given.

A circular has been issued by the Oplum Farmer offering the tolls towards the formation of a road to the place where the contraband opium smuggled into any port or place within his Siamese Majesty's dominions.—For services up to the value of ten dollars to the value in full. Above ten dollars up to ten dollars, the value in full upon the first fifty dollars, and 50 per cent. upon the remainder. Above ten dollars, 50 per cent. of the value. Mr. Plant, acting under the European agent of the Farmer, has already made several important seizures, and as he is energetic, and well served, prompt to lead the contrabandists a very unhappy life.

No further news of a disquieting character has arrived from the troubled Siam region. The Siamese Arsenal is employed night and day in turning out stout flat-bottomed boats for the transport of troops along the Mekong. Three or four gunboats of the *Zulu* class will proceed up river as soon as the tide in the river admits of their proceeding. The Siamese are doubtless counting on the French elephants to divert public attention from the Mekong question. The Siamese Foreign Minister thinks that France dare not send an expedition to Siam for fear of weakening her defence against Germany, and that Siam can easily account for the few men that can be drafted from French battalions; but he forgets that from five to six thousand men of the *Lepion* *Etranger* would be available for Siam.

The cap going round amongst the potentates of the land with the very laudable object of presenting the King with a present on the occasion of his silver jubilee. The present is in the spirit of the times. Instead of presenting his Majesty with water-works for Bangkok, endowing a couple of good hospitals, or otherwise wasting the subscribed sum on similar useless innovations, the idea has been mooted to buy another yacht, or, or gunboat, or frigate, or something decidedly good in the fighting line—to present to the King. The French would do well to note this determination. When the leaders of the band place their little doubt as to their pavilion. We are not told if foreigners may add their mite to the pile required. Probably it is preferred that the offering shall be entirely a Siamese one; but even in this case the 'falses' of the 'Volunteers' might be admitted without fear of contamination.—*Free Press*.

May 27th.
His Majesty's yacht yesterday in the *Mahachakri* for Paknam and will remain there for the next few days.

The libel action of *Harmon vs. The Siam Free Press*, in which plaintiff claims \$3,000, is set down for hearing on June 2nd, in H. B. M. Consular Court.

The number of boxes of matches consumed in Siam in 1892 was 1,616,000, representing a value of £20,000. The retail price of matches in Bangkok, *i.e.*, Japanese sellers, is ten boxes for three shillings, or cheaper than ordinary English matches. Flint and steel are still resorted to in out of the way parts of the Kingdom.—*Bangkok Times*.

SCOTT'S Emulsion of Pure Cod Liver Oil with Hypophosphites, is more reliable as an agent in the cure of Consumption, Bronchitis and General Debility, than any other remedy known to medical science. Read the following:—"I have prescribed Scott's Emulsion and have also taken it myself, and am fully enabled to give opinion that both as a food and as a medicine, it is to be tolerated by almost any one—especially where Cod Liver Oil itself cannot be borne."

MARTIN MILLS, M.D., St. Leonards, Bucks. Any Chemist can supply it. A. S. Watson & Co. (Limited), agents in Hongkong and China.—(Adv.)

CHINA COAST METEOROLOGICAL REGISTER.
5th June, 1893.—At 4 p.m.

STATION	Bar.	Therm.	Wind.	Weather.	Remarks.
Wanchow	30.0	78	SE	Cloudy	
Shanghai	30.0	78	SE	Cloudy	
Ningbo	30.0	78	SE	Cloudy	
Hangchow	30.0	78	SE	Cloudy	
Choochow	30.0	78	SE	Cloudy	
Amoy	30.0	78	SE	Cloudy	
Swatow	30.0	78	SE	Cloudy	
Keelung	30.0	78	SE	Cloudy	
Keelung	30.0	78	SE	Cloudy	
Keelung	30.0	78	SE	Cloudy	

6th June, 1893.—At 10 a.m.

STATION	Bar.	Therm.	Wind.	Weather.	Remarks.
Wanchow	30.0	78	SE	Cloudy	
Shanghai	30.0	78	SE	Cloudy	
Ningbo	30.0	78	SE	Cloudy	
Hangchow	30.0	78	SE	Cloudy	
Choochow	30.0	78	SE	Cloudy	
Amoy	30.0	78	SE	Cloudy	
Swatow	30.0	78	SE	Cloudy	
Keelung	30.0	78	SE	Cloudy	
Keelung	30.0	78	SE	Cloudy	
Keelung	30.0	78	SE	Cloudy	

On the 6th June at 10 a.m. Barometer steady. Gentle breeze. Sea smooth. Weather fine and warm.

Barometer reduced to level of the sea in inches, tenths and hundredths. Temperature in degrees Fahrenheit. Direction of wind in points of compass. Force of wind in miles per hour. State of sky in words. Name of vessel. Name of commanding officer. Name of observer.

By F. A. Price, Hon. Assistant Meteorologist. Hongkong Observatory, 6th June, 1893.

HONGKONG REGISTER.
Previous day 4 p.m. On date 4 p.m. On date 4 p.m.

Barometer	Thermometer	Wind	Weather
29.8	78	SE	Cloudy
29.8	78	SE	Cloudy
29.8	78	SE	Cloudy
29.8	78	SE	Cloudy
29.8	78	SE	Cloudy
29.8	78	SE	Cloudy
29.8	78	SE	Cloudy
29.8	78	SE	Cloudy
29.8	78	SE	Cloudy
29.8	78	SE	Cloudy

Highest temp. at temperature on the 5th—lowest temp. at temperature on the 5th—F. A. Price, Hon. Assistant Meteorologist. Hongkong Observatory, 6th June, 1893.

For Sale.
FOR SALE.
THE SCHOONER "MONTIARA."
Length 100 feet, beam 12 feet, depth of hold 12 feet. Registered Tonnage 75 tons. (Owing to recent alterations the carrying capacity of the *Montiara* has been increased to about 120 tons dead weight.)

The *Montiara* was built in Singapore, is most solidly constructed of teak throughout, with iron-work frames, has recently been thoroughly overhauled under experienced European supervision, and is now in excellent condition. She is a very fast and a most reliable vessel, the Captain's license trade, or would make a first-class light.

For particulars as to price, &c., apply to R. FRASER SMITH, 6, Pedder's Hill, Hongkong, 1st May, 1893.

FOR SALE.
THE ENGINES AND BOILER OF THE CHINESE GUNBOAT "CHOP-CHUANG," AS THEY LIE AT ABERDEEN DOCK.

The Engines of the *Chop-chuang* were constructed by Messrs. Inglis & Co. of Glasgow, and are (1) the Compound Inverted Cylinder Direct-Acting Surface Condensing type. Cylinders 30 and 34" dia., with a stroke of 24". The Crank shaft is 61" dia. at the Crank pin and 71" dia. at the journals. The H.P. Piston Rod is 3" and the L.P. 31" dia. The Piston and Connecting Rod bolts are 2" dia. Air Pump 14" dia. by 11 stroke. Single Acting Circulating Pump 14" dia. by 11" stroke, and Double Acting Feed and Bilge Pump (one each) 5" dia. by 11" stroke.

The Engines have been very little used and are in thoroughly good order.

The Boiler is of the Horizontal Multitubular type, with three Furnaces and vertical dome on top. Its dia. is 27" by 30" long external measurement; Furnaces, 24" dia., 12" long, 4" dia. by 11" high. Tubes, 12" in number by 3" dia. It is in fairly good condition, having recently undergone considerable repairs, and would suit for active service for over five years.

The Engines and Boiler can be inspected on application to the Superintendent at Aberdeen Dock.

For further particulars apply to R. FRASER SMITH, 6, Pedder's Hill, Hongkong, 1st May, 1893.

Today's Advertisements.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

UNDER MAIL CONTRACT WITH THE AUSTRIAN GOVERNMENT.

STEAM FOR SINGAPORE, PENANG, COLOMBO, BOMBAY, ADEN, SUEZ, PORT SAID, BRINDISI, VENICE, FLORENCE, AND TRIESTE.

Taking Cargo at through rates to CALCUTTA, MADRAS, PERSIAN GULF, RED SEA, BLACK SEA, LEBANT and ADRIATIC PORTS.

THE Company's Steamship

"THISBE," Captain G. Constance, will be despatched as above on THURSDAY, the 8th instant, at Noon.

For further information as to Passage and Freight, apply to DAVID SASSOON, SONS & Co., Agents, Hongkong, 6th June, 1893.

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA (DIRECT) THE Steamship

"ROMULUS," Captain Mendiguren, will be despatched for the above Port on THURSDAY, the 8th instant, at Noon.

For Freight or Passage, apply to SHEWAN & Co., General Managers, Hongkong, 6th June, 1893.

PACIFIC MAIL STEAMSHIP COMPANY, NOTICE.

CONSIGNEES OF CARGO per Steamship "PERU" The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

J. S. VAN BUREN, Agent, Hongkong, 6th June, 1893.

NORTHERN PACIFIC STEAMSHIP COMPANY, NOTICE TO CONSIGNEES.

STEAMSHIP "VICTORIA," FROM TACOMA, VICTORIA, YOKOHAMA AND KOBE.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

DODWELL, CARLILL & Co., Agents, Hongkong, 6th June, 1893.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

"A BREATHER OF FRESH AIR," SHORT TRIPS TO JAPAN. 4 DAYS AT SEA.

DURING THE SUMMER, SHORT TRIPS TO KOBE and return can be made as follows:

Leave Hong Kong: 1st June, 1893. Arrive Kobe: 11th June, 1893. Return: 18th June, 1893. Arrive Hong Kong: 28th June, 1893.

Single Fare: \$50. Return Tickets: \$75. For further particulars apply to E. HOLLOWAY, General Agent, Hongkong, 6th June, 1893.

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Intimations
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EX S. S. "GLENSHIEL."
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WATERPROOF HOOITS AND SHOES.
TENNIS SHOES.
SEA BOOTS in all Sizes.
CARMICHAEL & CO., LTD.
18, Praya Central, Hongkong.
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LEVY HERMANOS.
JEWELLERY, DIAMONDS, WATCH, CHRONOMETER & CLOCKMAKERS.
Sole Agents for PATRICK PHILLIPS & Co., Geneva. A great variety in Fancy Goods and Optical Instruments.
10, QUEEN'S ROAD CENTRAL, Opposite the Telegraph Office.
[73]

G. FALCONER & CO.
WATCH AND CHRONOMETER MANUFACTURERS AND JEWELLERS.
NAUTICAL INSTRUMENTS, CHARTS AND BOOKS.
No. 48, Queen's Road Central. [632]

CHS. J. GAUPP & CO.
CHRONOMETER, WATCH, AND CLOCKMAKERS, JEWELLERS, SILVERSMITHS, AND OPTICIANS.
NAUTICAL INSTRUMENTS.
Sole Agents for Louis Audemars' Watches awarded the highest Prizes at every Exhibition: and the Voltaire and Sotheby's CELEBRATED OPERA GLASSES, MARINE GLASSES, and SPYGLASSES.
No. 8, Queen's Road Central. [637]

CAPTAIN CH. ROBINSON,
COAL CONTRACTOR, COMPRADORE AND STEVEDORE.
SHIPS VISITING MANILA SUPPLIED WITH PROVISIONS, DUNNAGE, &c. WATER AND BALLAST BOATS.
Manila, 13th March, 1893. [338]

THE MIKE COAL MINING COMPANY.
THE MIKE COAL is a BITUMINOUS COAL of dark reddish colour. For steam purposes it has been pronounced to be the best and the most economical of all the Japanese Coals. Its export is increasing yearly, and the opinions expressed by several of the largest regular consumers are in testimony of the excellent qualities of this coal.

Attention is called to the following advantages to Ship's Owners and Captains, who coal their bunkers direct from the Undersigned:—

The Share Market.

LATEST QUOTATIONS.
 Hongkong and Shanghai Bank—107 per cent.
 The National Bank of China, Ltd.—on 28.10.
 paid up—50 per cent. div. holders.
 The National Bank of China, Ltd.—Founders' shares, \$10 per share, sellers.
 The Bank of China, Japan & the Straits, Ltd.—\$1, sellers.
 The Bank of China, Japan & the Straits, Ltd.—Founders' shares, 120 buyers.
 Chinese Imperial Loan of 1884 E—2 1/2 per cent. premium, sellers.
 Chinese Imperial Loan of 1886 E—14 per cent. premium, buyers.
 Union Insurance Society of Canton—\$83 per share, sales and buyers.
 China Traders' Insurance Company—\$54 per share, sellers.
 North China Insurance—Tis. 115 per share, buyers.
 Canton Insurance Company, Limited—\$113 per share, buyers.
 Yangtze Insurance Association—\$100, sellers.
 On Tai Insurance Company, Limited—Tis. 150 per share.
 Hongkong Fire Insurance Company—\$225 per share, sellers.
 China Fire Insurance Company—\$83 per share, sellers.
 Hongkong, Canton, and Macao Steamboat Co.—\$30 per share, sellers.
 China and Manila Steam Ship Company—\$18 per share, sellers.
 Indo-China Steam Navigation Company, Limited—41 per cent. discount, sellers.
 Douglas Steamship Company—\$36 per share, sellers.
 The Steam Launch Co., Limited—nominal.
 Hongkong and Whampoa Dock Company—73 per cent. premium, sellers.
 Geo. Fenwick & Co., Limited—\$15 per share, sellers.
 Hongkong Hotel Company—\$20, per share, sellers.
 Hongkong Hotel Co.'s Six per cent. Debentures—\$30.
 The Austin Arms Hotel and Building Company, Limited—\$4 per share, sellers.
 The Shimen Hotel Co., Limited—\$41 per share, buyers.
 Paojun Mining Co.—\$68 per share, sales and sellers.
 The Raub Gold Mining Co., Limited—\$63 per share, sales and buyers.
 The Balmoral Gold Mining Co., Limited—50 cents, per share, sales and sellers.
 Societe Francaise des Charbonnages du Tonkin—\$80 per share, 1/4000 sellers.
 The Tientsin Mining and Trading Co., Limited—\$25 per share, sales.
 The Selama Tin Mining Co., Limited—4 cents per share, sellers.
 London & Pacific Petroleum Co., Ltd.—1/16 nominal.
 China Sugar Refining Company, Limited—\$150 per share, sales and sellers.
 Luzon Sugar Refining Company, Limited—\$35, nominal.
 A. S. Watson & Co., Limited—\$111 per share, sales and sellers.
 Dakin, Cruickshank & Co., Limited—\$2 per share, sellers.
 Hongkong Dairy Farm Co., Limited—\$42 per share, sales & buyers.
 The Kwong Lun Investment Co., Limited—\$71 per share, buyers.
 The Hongkong Land Investment Co., Limited—\$54 per share, sellers.
 The West End Buildings Co., Limited—\$23 per share, sellers.
 H. G. Brown & Co., Limited—\$8 per share, buyers.
 Hongkong and Kowloon Wharf and Godown Company—\$42 per share, sellers.
 Hongkong Rope Manufacturing Company, Limited—\$93 per share, sellers.
 Hongkong Gas Company—\$108 per share, sales and buyers.
 Hongkong Ice Company—\$69 per share, buyers.
 Hongkong and China Baking Company, Limited—165 per share, sellers.
 The Hongkong Brick and Cement Co., Limited—\$11 per share, sellers.
 The Green Island Cement Co.—\$2 per share, sellers.
 The Hongkong Electric Light Co., Limited—\$4 per share, sales and sellers.
 The Hongkong Steam Laundry Co., Limited—\$3 per share, nominal.
 The Hongkong High-Level Tramway Co., Limited—\$75 per share, sellers.

EXCHANGE.
 On LONDON—Bank, T. T. 1/81
 Bank Bills, on demand 1/81
 Bank Bills, at 4 months' sight 1/81
 Credits at 4 months' sight 1/81
 Documentary Bills, at 4 months' sight 1/81
 On PARIS—Bank, T. T. 1/39
 Bank Bills, on demand 1/39
 Credits at 4 months' sight 1/39
 On INDIA—T. T. 2203
 On Demand 2203
 On SHANGHAI—Bank, T. T. 711
 Private, 30 days' sight 72

VISITORS AT THE HONGKONG HOTEL.

Lieut. Col. and Mrs. Shaw MacLaren.
 (Baker). Col. Mrs. and Master
 Mr. E. J. Bates. Marceau.
 Mr. and Mrs. W. J. Mr. T. Masters.
 Mr. A. Chatter. Mr. T. Mitchell.
 Mr. W. A. Daland. Mr. P. O'Malley, A.S.C.
 Lieut. Col. and Mrs. H. Capt. and Mrs. Nicol
 M. Dole. Rev. Manley Power.
 Mr. E. B. Dmick. Mr. M. J. H. T. 1843 de
 Mr. R. H. W. Fraser. Putte.
 Mr. H. W. Fry. Mr. F. E. Swan.
 Mr. Rafael Gil. Mr. C. Smith.
 Dr. W. Helmer. Lieut. C. O. W. von
 Dr. L. F. Herz. Struth.
 Mr. H. G. Johnson. Mr. J. de Tejada.
 Mr. J. Stuart Jones. Mr. J. G. van Tein.
 Mr. A. E. Thomson. Mr. A. S. Thomson.
 Mr. E. Keller. Mr. W. Urquhart.
 Mr. E. Ludlow. Mr. S. Wilcox.
 Mr. A. B. MacDonald. Mrs. Wilcox.

VISITORS AND RESIDENTS AT THE PEAK HOTEL.

Mr. Adamson. Mr. Theo. Howard.
 Mr. H. W. Bird. Mr. V. Kolod.
 Mr. C. E. Blirt. Mr. W. H. R. Loxley.
 Mr. Brewin. Mr. McArthur.
 Mr. Dullin. Mr. Mounsey.
 Mr. A. Cunningham. Mr. H. W. Robertson.
 Mr. F. D'Arcy. Mr. A. E. Sels.
 Mr. P. East. Mr. Sparrow.
 Mr. S. Forsyth. Mr. E. Toulmin.
 Mr. E. J. Grist.

MAILS EXPECTED.

THE GERMAN MAIL.
 The Norddeutscher Lloyd's Co's steamer *Niebor*, with the German mail of the 8th ultimo, left Singapore on the 2nd instant at 9 a.m., and may be expected here on the 8th.
 The O. & O. S. S. Co's steamer *Oceanic*, with mails, &c., left San Francisco for Yokohama, on the 23rd ultimo.
 The P. & O. S. S. Co's steamer *City of Rio de Janeiro*, with mails, &c., left San Francisco for this port via Yokohama, on the 1st instant.

STEAMERS EXPECTED.

The steamer *Pembroke* left Singapore on the 5th instant, and is due here about the 11th.
 The Ocean Steamship Co's steamer *Taurus* left Singapore on the 5th instant, and may be expected here on the 11th.
 The P. & O. S. S. Co's steamer *Gaulther* left Bombay on the 1st instant, and may be expected here on the 10th.
 The P. & O. S. S. Co's steamer *Malacca* left London, left Bombay on the 4th instant, and may be expected here on the 22nd.
 The P. & O. S. S. Co's steamer *Manilla* left London for this port on the 28th ultimo.

Shipping.

ARRIVALS.
 PERU, American steamer, 2,540, W. Ward, 5th June, San Francisco 13th May, and Yokohama 31st, Mails and General.—P. M. S. S. Co.
 EMPRESS OF CHINA, British steamer, 3,003, R. Archibald, 5th June, Vancouver 15th May, Yokohama 29th, Kobe 31st, and Shanghai 3rd June, General.—P. & O. S. S. Co.
 PUSION, Chinese steamer, 1,504, Lancaster, 4th June, Shanghai 2nd June, General.—C. M. S. S. Co.
 AIRLIE, British steamer, 1,496, W. Ellis, 6th June, Kobe 31st May, General.—Gibb, Livingston & Co.
 KONG BING, British steamer, 862, J. Jackson, 6th June, Bangkok 28th May, General.—Yuen Fat Hong.
 DEWAWONGSE, British steamer, 1,037, George Anderson, 6th June, Bangkok 29th May, and Koh-i-chang 31st, Rice and Teak.—Yuen Fat Hong.
 NUDOP, German steamer, 762, Th. Lehmann, 6th June, Shanghai 2nd June, General.—Stensen & Co.
 LOKSANG, British steamer, 978, N. Moncur, 6th June, Singapore 31st May, General.—Jardine, Matheson & Co.
 RAVENNA, British steamer, 1,915, G. W. F. Brown, R.N., 6th June, Shanghai 3rd June, Mails and General.—P. & O. S. S. Co.
 CROMARTY, British steamer, 1,864, W. S. Duncan, 6th June, Swatow 5th June, General.—Jardine, Matheson & Co.

CLEARANCES AT THE HARBOUR OFFICE.
Nanyang, German steamer, for Shanghai.
Oceanic, German steamer, for Yokohama.
Holstein, German steamer, for Saigon.
Francia, Norwegian steamer, for Melbourne.
Chingping, Chinese steamer, for Hongkong.
Thaana, Italian steamer, for Singapore.
Thaana, British steamer, for Singapore.

DEPARTURES.
 June 6, *Swatow*, British steamer, for Chedao.
 June 6, *Mathilde*, German str., for Holbow.
 June 6, *Dardanus*, British steamer, for Amoy.
 June 6, *Tehran*, British str., for Singapore.
 June 6, *Oceanic*, German str., for Yokohama.
 June 6, *Blagoe*, Italian str., for Singapore.
 June 6, *China*, German steamer, for Singapore.
 June 6, *Ching ping*, Chinese str., for Chedao.
 June 6, *Ningbo*, German str., for Canton.

PASSENGERS—ARRIVED.
 Per *Peru*, from San Francisco and Japan.—Lieut. J. A. Stuck, Messrs. Fyle, Jamieson, F. Hazeland, A. S. P. White-Cooper, W. W. Z. Kirchhoff, and 60 Chinese.
 Per *Airlie*, from Kobe.—Mr. and Mrs. G. C. Kelly, Miss Sharp, Messrs. Riddell, T. Keenan, O. Rowe, and 10 Japanese for Australia.
 Per *Loksang*, from Singapore.—150 Chinese.
 Per *Fushun*, from Shanghai.—Mrs. Loreto, and 137 Chinese.
 Per *China*, from Bangkok.—Mr. Tattar, and 12 Chinese.
 Per *Dewawongse*, from Bangkok, &c.—146 Chinese.
 Per *Cromarty*, from Swatow.—1,017 Chinese.
 Per *Ningbo*, from Shanghai.—25 Chinese.
 Per *Empress of China*, from Vancouver, Japan and Shanghai.—Mrs. D. Ahi, Mr. Leonard Ahi, Mrs. W. Moore, Miss Frances Power, Miss Barrett and maid, Captain A. Tillet, Surgeon-Major Nicholson, Messrs. H. J. Jeffries, Geo. Grimble, Hart, Buck, R. A. Colley, Geo. Waldhausen, D. J. Craik, L. H. Carey, C. S. A. Canille, C. Sheehy, Goodbody, J. Lemm, Tai Vuet, and 275 Chinese.
 Per *Ravenna*, from Shanghai for Hongkong.—1 Chinese. From Kobe.—Mr. Cunningham. From Shanghai for Bombay.—Mr. and Mrs. R. Kennedy, 3 children and a native servant. From Brindisi.—Mr. E. Riechenbach. From Yokohama for Singapore.—Mr. and Mrs. Macgregor and native servant, and Mr. S. J. Baker. For Penang.—Mr. and Mrs. Birch. For London.—Mrs. Rickett, Misses Rickett, A. Rickett, and Master F. Rickett.

DEPARTED.
 Per *Blagoe*, for Singapore, &c.—Messrs. Schnell, Chan and son.

REPORTS.

The German steamship *Ningbo* reports that she left Shanghai on the 2nd instant, and had southerly winds and fine weather.
 The British steamship *Kong Bing* reports that she left Bangkok on the 28th ultimo, and had light to moderate winds and fine weather throughout.
 The British steamship *Loksang* reports that she left Singapore on the 31st ultimo, and had moderate variable winds and fine clear weather with smooth sea throughout the voyage.
 The Chinese steamship *Fushun* reports that she left Shanghai on the 2nd instant, and had light southerly winds and fine weather throughout the passage. On the 5th passed the British ship *City of Rio de Janeiro* Pedro Blanco.
 The American steamship *Peru* reports that she left San Francisco on the 13th ultimo at 4 p.m., and had strong westerly winds and head sea. Sailed from Yokohama on the 31st at 12.38 p.m., and arrived here last night at 6.43 p.m. Had fine weather.
 The British steamship *Dewawongse* reports that she left Bangkok on the 29th ultimo, and Koh-i-chang on the 31st. From Koh-i-chang to Pulo Condore had light variable south-west to south-east winds and fine weather; thence to port had light to moderate winds and moderate sea and fine weather, with occasional rain squalls.

The British steamship *Airlie* reports that she left Kobe on the 31st ultimo at 5 p.m. Cleared Singapore at 2 p.m. on the 1st instant, passed Heian Island at 1.30 p.m. on the 3rd, passed Turnabout Island at noon on the 4th, passed Breaker Point at 12.30 p.m. on the 5th, passed Waglan Island at 3.30 p.m. on the 6th, made fast at Company's buoy this morning at 6 o'clock. From Kobe to Heian had variable winds and fine weather with moderate sea. From Heian to arrival had moderate to light breeze with calm at intervals, and smooth sea.

Post Office.

A MAIL WILL CLOSE.
 For Bangkok.—Per *Phra Chom Klao* to-morrow, the 7th instant, at 9.30 A.M.
 For Swatow, Amoy, and Singapore.—Per *Slam* to-morrow, the 7th instant, at 9.30 A.M.
 For Moji.—Per *Phra Chom Klao* to-morrow, the 7th instant, at 11.30 A.M.
 For Singapore, Batavia, Samarang and Soerabaya.—Per *Cromarty* to-morrow, the 7th instant, at 11.30 A.M.
 For Singapore and Penang.—Per *Gluckberg* to-morrow, the 7th instant, at 1.30 P.M.

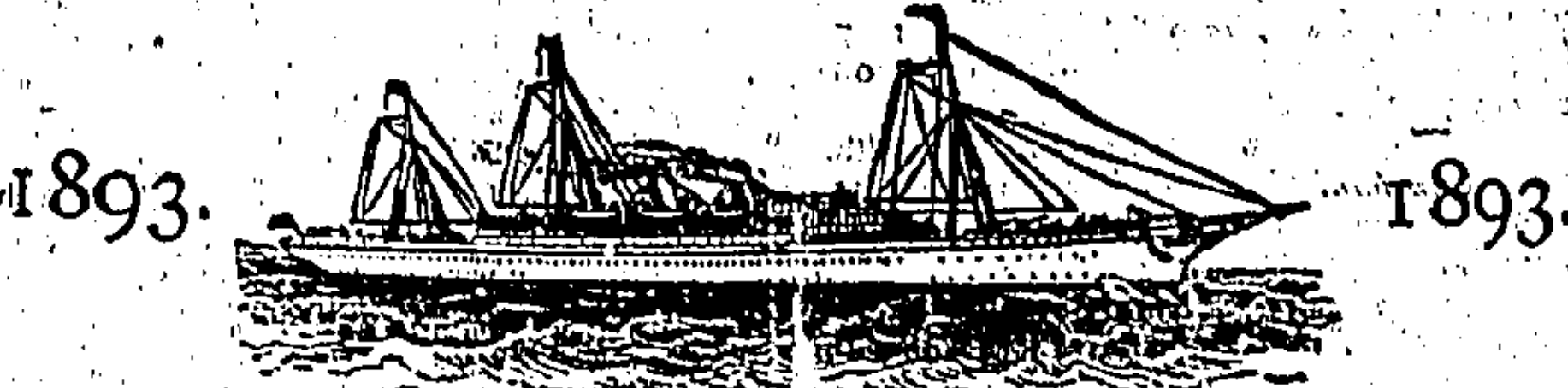
SHIPPING IN HONGKONG.

STEAMERS.
 ADEN, British steamer, 2,517, L. M. Wibmer, 5th June, London 22nd April, and Singapore 31st May, General.—P. & O. S. S. Co.
 AMOY, German steamer, 671, W. Wald, 4th June, Kobe 30th May, General.—Ed. Schellhaus & Co.
 ANCONA, British steamer, 1,888, W. D. Muddle, 23rd May, Yokohama 13th May, Mails and General.—P. & O. S. S. Co.
 ARBUS, British steamer, 1,821, E. Johnson, 3rd June, Kutchin 29th May, Coal.—Geo. R. Stevens.
 BKLOIC, British steamer, 1,695, Wm. H. Walker, 29th May, San Francisco 4th May, and Yokohama 25th Mails and General.—O. & S. S. Co.
 BENALDER, British steamer, 1,287, C. K. McIntosh, R.N.R., 24th May, Saigon 20th May, Rice.—Gibb, Livingston & Co.
 BENIGLO, British steamer, 1,150, J. Sarchett, 4th June, Moji (Japan) 29th May, Coal.—Gibb, Livingston & Co.
 BORNHO, Dutch steamer, 1,490, Theunissen, 19th May, Bangkok 11th May, Rice.—Lantz and Wegener.
 CHARTERS TOWER, British steamer, 1,981, A. Murray, 6th June, Kutchin 29th May, Coal, Mails and General.—Ed. Schellhaus & Co.
 DECIMA, German steamer, 965, C. Christensen, 30th May, Bangkok 23rd May, General.—Stensen & Co.
 FAIR, British steamer, 117, Captain Melasac, Hongkong Government tender.
 FRAMNE, Norwegian str., 958, O. Thorbjornsen, 3rd June, Moji 28th May, Coal.—Dodwell, Carill & Co.
 GUTHRIE, British steamer, 1,494, P. Helms, 5th June, Sydney 6th May, Morion Bay 8th, Townsville 11th, Cooktown 12th, Thursday Island 16th, Port Darwin 19th, and Manila 2nd June, General.—Gibb, Livingston & Co.
 GLUCKSBURG, German steamer, 918, P. Thomsen, 31st May, Singapore 24th May, and Heibow 30th, General.—Melchers & Co.
 HOLSTEIN, German steamer, 1,103, J. Bruhn, 29th May, Saigon 25th May, Rice and Paddy.—Witler & Co.
 HONGAY, British steamer, 1,163, James Young, 1st June, Samarang 23rd May, Sugar.—Jardine, Matheson & Co.
 KUTANO, British str., 1,495, G. H. Bowker, 2nd June, Calcutta 17th May, Penang 20th, and Singapore 28th, Coal and General.—Jardine, Matheson & Co.
 LEINING, British steamer, 1,377, W. Ward, 27th May, Saigon 23rd May, Rice.—Dodwell, Carill & Co.
 NAMOA, British steamer, 863, J. Harris, 4th June, Foochow 1st June, Amoy 2nd, and Swatow 3rd, General.—D. Lappin & Co.
 NURNBERG, German steamer, 3,207, B. Blanke, 29th May, Yokohama 19th May, Kobe 2nd, and Nagasaki 24th, Mails and General.—Melchers & Co.
 PADITH, British steamer, 1,888, Thos. Gyles, 4th June, Swatow 3rd June, General.—Butterfield & Swire.
 PHRA CHOM KLAO, British steamer, 1,012, J. Fowler, 2nd June, Bangkok 24th May, and Koh-i-chang 27th, Rice and General.—Yuen Fat Hong.
 PROPRITORS, British steamer, 1,387, W. H. Farrand, 14th March, Saigon 3rd March, Rice and Paddy.—Arnold, Kasper & Co.
 ROMULUS, Spanish steamer, 531, G. Mendigoren, 4th April, Manila 30th March, General.—Stensen & Co.
 SEAM, British steamer, 991, W. W. Nicol, 31st May, Bangkok 18th May, Rice.—Kin & Co.
 SIXTH, British steamer, 1,766, Rowley, 24th May, Moji 19th May, Coal.—Dodwell, Carill & Co.
 STRATHVEN, British steamer, 1,388, Cormack, 14th May, Saigon 16th May, Rice and Paddy.—Dodwell, Carill & Co.
 TAICHOW, British steamer, 862, R. Unsworth, 4th June, Bangkok 29th May, Rice.—Yuen Fat Hong.
 TIVOT, British steamer, 1,349, J. Verley, 7th May, Saigon 3rd May, General.—Dodwell, Carill & Co.
 TORRISON, British steamer, 1,100, John Byron, 3rd June, Moji 28th May, Coal.—Captain.
 VICTORIA, Norwegian steamer, 582, V. Stendens, 30th May, Bangkok, and Saigon 31st May, Rice.—Order.
 VICTORIA, British steamer, 1,992, John Pantou, R.N.R., 4th June, Tacoma 10th May, Victoria, B.C., 11th, Yokohama 25th, Kobe 30th, and Moji 31st, General.—Dodwell, Carill & Co.

SAILING VESSELS.
 ANCAROS, British ship, 1,703, Fulton 29th May, New York 12th November, Petroleum.—Order.
 BOA PAW, Siamese bark, 544, O. Wagner, 29th May, Bangkok via Koh-i-chang 11th May, Wood.—Hoe Lee.
 HABITANT, British ship, 1,510, W. F. Potter, 14th May, New York 24th Dec. Oil.—Melchers & Co.
 ICEBERG, American ship, 1,135, Treat, 16 June, New York 4th January, Petroleum.—Jardine, Matheson & Co.
 IRON DUCK, German bark, 1,413, H. Haselgren, 14th April, New York 29th Oct., Petroleum.—Sheehan & Co.
 JAPAN, Peruvian bark, 190, Juan E. Floreida, 28th May, Callao 15th March, General.—Order.
 JOSEPHINE, American ship, 1,840, T. Rogers, 1st April, New York 9th Nov., Oil.—Reuter, Brockmann & Co.
 ONZEA, British bark, 430, A. V. Brew, 16th May, Calao 11th March, General.—Captain.
 PARANITA, American ship, 1,498, Son, 31st April, San Francisco 17th Feb., Rice.—Chinese.
 PRINCIPALITY, British (armed) ship, 1,058, E. Jones, 26th May, New York 26th January, Petroleum.—Order.
 R. E. THOMAS, American ship, 1,131, Nichols, 11th March, New York 19th October, Petroleum.—Order.
 SEMATOR, British ship, 1,595, H. P. Smith, 29th March, New York 20th October, Coal and Oil.—Melchers & Co.
 SERA, British bark, 504, L. A. Savage, 29th May, Champion Bay W.A., 5th April, Sandalwood.—Jardine, Matheson & Co.
 SCHALL, British (armed) ship, 1,134, D. Morgan, 17th May, Singapore 21st March, Ballast.—Order.
 SPINAWAY, British (armed) schooner, 324, W. Garck, 14th May, Shark Bay W.A., 6th March, Sandalwood.—Captain.
 VICTORIA, British bark, 491, E. Smith, 25th Feb., Honolulu 14th Jan., General.—Chinese.

Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.



THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE VIA CANADA AND THE UNITED STATES.
 CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

TWIN SCREW STEAMERS, 10,000 HORSE POWER.

PROPOSED SAILINGS FROM HONGKONG.

EMPEROR OF CHINA6,000 Tons.....WEDNESDAY, 14th June.
 EMPRESS OF INDIA6,000"WEDNESDAY, 5th July.

THE STEAMERS of this Line pass through the famous INLAND SEA of JAPAN, and Call at VICTORIA, B.C., to Land and Embark Passengers.

The Mountain Scenery on the Canadian Pacific Railway, surpasses that of any other Trans-Continental Route.

Passengers Booked to all the principal ports in Canada and the United States, and also through to Great Britain and the Continent of Europe, at Current Rates, with Passengers choice of Atlantic Line.

RETURN TICKETS.—Time limit for prepaid Return Tickets is reckoned from date of issue to date of re-embarking at Vancouver.

SPECIAL RATES (First-class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the service of China or Japan.

The Canadian Pacific Railway is the only Trans-Continental Line extending from the Pacific to the Atlantic Seaboard, and running its own Sleeping Coaches, through without change. The Dining Cars and Mountain Hotels on this Route are owned by the Company, and their appointments and Cuisine are unexcelled.

The Steamers on the Pacific, and all Day, Sleep, and Dining Cars are comfortably heated by Steam during the Winter Season.
 For further information as to Passage and Freight, apply to E. HOLLOWAY, General Agent.

Hongkong, 24th May, 1893.

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Peru (via Nagasaki, Kobe, Yokohama & Honolulu) Saturday, 17th June.
City of Rio de Janeiro (via Nagasaki, Kobe, Yokohama & Honolulu) Thursday, 6th July.
City of New York (via Nagasaki, Kobe, Yokohama & Honolulu) Wednesday, 12th July.

THE U. S. Mail Steamship

"PERU"

will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, INLAND SEA, YOKOHAMA AND HONOLULU, on SATURDAY, the 17th June, at 1 p.m., taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

First Class Passengers have full choice of any of the Overland Routes, including CENTRAL PACIFIC, SOUTHERN PACIFIC, UNION PACIFIC, NORTHERN PACIFIC, AND DENVER AND RIO GRANDE RAILWAYS.

They can also travel over the CANADIAN PACIFIC RAILWAY, on payment of \$10 in addition to the regular tariff rate.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European Officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for trans-shipment to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 p.m. (previous to sailing). Parcel Packages will be received at the Office until 1 p.m. (same day) and Parcel Packages should be marked to address in full of same is required.

Consular Indorsement to accompany Cargo destined to Ports beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 72, Queen's Road Central.

J. S. VAN BUREN, Agent.
 Hongkong, 24th May, 1893.

SIEN TING, SURGEON DENTIST.
 No. 10, PAGULUAR STREET.
 TERMS VERY MODERATE.
 Hongkong, 27th September, 1892.

DENTISTRY.
 FIRST CLASS WORKMANSHIP AND MODERATE FEES.

M. R. WONG TAI-FONG,
 Surgeon Dentist.
 (Formerly qualified Apprentice, and latterly assistant to Dr. Rogers.)
 (HAS REMOVED) TO THE BANK BUILDINGS, QUEEN'S ROAD, (Opposite Hongkong Hotel).
 CONSULTATION FREE.
 Hongkong, 27th May, 1893.

OCCIDENTAL & ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.

VIA THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Belge (via Nagasaki, Kobe, Yokohama & Honolulu) Thursday, 8th June.
Oceanic (via Nagasaki, Kobe, Yokohama & Honolulu) Tuesday, 27th June.
Gaule (via Nagasaki, Kobe, Yokohama & Honolulu) Tuesday, 18th July.

THE Steamship "BELGIC"

will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, YOKOHAMA AND HONOLULU, on THURSDAY, the 8th June, at 1 p.m. Connection being made at Yokohama with Steamers from Shanghai.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be obtained upon application.

Special rates (First-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan via Europe.

All PARCEL PACKAGES should be marked to address in full, and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Indorsement to accompany Cargo destined to Ports beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 72, Queen's Road Central.

J. S. VAN BUREN, Agent.
 Hongkong, 24th May, 1893.

NOTICE.
 JEVES'S SANITARY COMPOUND COMPANY, LIMITED.

JEVES'S WOOD PRESERVER OF ANTISEPTIC PAINT.

THE Undersigned have this day been appointed SOLE AGENTS for the sale of JEVES'S PERFECT DISINFECTANTS, and are prepared to supply quantities to suit purchasers at Wholesale Prices. Extra Special terms for Shipping and large Orders.

Sir ROBERT RAWLINSON, C.B., C.E., Chief Sanitary Engineer, Local Government Board, London, says:

"It is the best Disinfectant in use."
 W. G. HUMPHREYS & Co., Bank Buildings, Hongkong, 17th June, 1888.

Mails.

NORTHERN PACIFIC STEAMSHIP AND RAILROAD COMPANIES.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

<i>Victoria</i>	Saturday	June 17th.
<i>Tacoma</i>	Tuesday	July 18th.
<i>Mogul</i>	Tuesday	August 8th.
<i>Victoria</i>	Tuesday	August 29th.
<i>Tacoma</i>	Thursday	Sept. 28th.
<i>Mogul</i>	Thursday	October 19th.

THE Steamship